



## **Bike Edina Task Force: News & Meeting Outcomes**

***December 13, 2012***

**Purpose:** The Bike Edina Task Force (BETF) meets to serve citizens and partner with City staff and elected officials to promote bicycle improvements in Edina for education, encouragement, infrastructure, enforcement, and ongoing assessment. We support implementation of the approved City of Edina Comprehensive Bicycle Transportation Plan that serves all levels of bicyclists, connects key destinations including safe routes to schools, and integrates with the Twin Cities' regional bike network. Our **vision** is a progressive bicycle-friendly community where citizens can integrate cycling into their daily lives.

**Time & Location:** BETF monthly on the 2<sup>nd</sup> Thursday of each month at 8 p.m. in the Mayor's Conference Room at Edina City Hall. For questions contact Peter Kelley, Chair. Guests are welcome.

**Distribution:** BETF, guests, City Manager, City Engineer, Edina Police BETF Liaison Sgt. Timothy Olson, SHIP contact Robyn Wiesman, and Mayor & City Council. Also Dianne Plunkett Latham to post for the Edina Energy and Environment Commission and Ned Nelson of the Hennepin County Bicycle Advisory Committee

- **Present:** Peter Kelley, Brad Schaeppi, Lori Richman, Sally Dunn, Donald Eyeberg, Tom Randall, Rob Erickson, Larry Olson.
- **Absent:** Alex Johnson, Marty Mathis, Alice Hulbert, Ellen Jones, Kirk Johnson, Jennifer Janovy, Carl Follstad
- **Guests:** Nate Richman, Simon Blenski
- **Recorded by:** Peter Kelley

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1. **Presentation by Simon Blenski of Mpls Public Works Dept.** Simon outlined bike signage currently being used and evaluated by the city of Minneapolis. He explained that Mpls has a bike advisory committee that is appointed by city council. It consists of citizens and members from city departments, also county and state officials. It has around 30 members, meets monthly meeting with two sub committees (policy and engineering).

Minneapolis street markings -- They initially generated lots of confusion, but drivers and cyclists seem to be getting used to them. The public works department recently put together a bike marking document outlining what the city is currently using. Simon shared the document with the BETF (see second attachment). Below is an outline of what Simon presented:

- a. Bike lane—they are starting to use just bike symbol in the lane rather than bike with rider – phasing out older options . (arrow only on one way streets or with advisory lane)
- b. Bike lanes are dashed when they approach intersections –starting 70 to 100 feet from intersections, also dashed when lane occurs at bus stops.
- c. Buffered bike lanes, are a new option—with hatched out space(4 feet wide) in between bike lane and car traffic lane.
- d. They do parking traffic studies before starting a project—don't just ask, they do actual car counts.
- e. Neighbors often like the buffering due to traffic calming effects.
- f. Green “conflict” areas used at intersections or merge areas where traffic needs to cross bike lane with heavy traffic.
- g. Bike symbols are not paint—more expensive, but they last longer.
- h. Cycle track—moves bike lane inside parking lane. Gone through a number of iterations, First avenue is an example.
- i. Traffic signals(lights)—experimental bike lights get a jump start on the traffic.
- j. Shared lane markings, sharrows-- bike with chevron intended to encourage bikers to ride away from parked cars.
- k. Enhanced shared lane –shorter sharrow with stripes on either side
- l. City is still evaluating things, particularly with shared lane markings.
- m. Bike boxes at busy intersections, allow bikes a safe place to wait for signals to change
- n. Signage: trying to reduce number of signs—adding bike symbol to street name sign. Putting them on bike blvds and some bike lane streets, but trying not use them everywhere so as not to dilute the impact.
- o. Wayfinding, major destinations and with distances (similar to wooddale and 54<sup>th</sup> location sign)